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CNI consolidates shore infrastructure

WASHINGTON—The Chief of Naval Operations (CNO) has announced the consolidation of the existing Installation Management Claimants (IMC's) into a single IMC for shore station management called Commander Navy Installations (CNI), which will stand up in Washington, D.C. on Oct. 1, 2003. CNI will report to the CNO.

Today, there are eight installation management claimants with Shore Installation Management (SIM) funding responsibility. This realignment consolidates those functions and resources to a single claimant, CNI. CNI will be a singly focused installation management organization with core responsibility

to provide unified program, policy and funding to manage and oversee shore installation support to the fleet, to include Financial Management, Operating Forces Support, Personnel Support, Housing, Environmental, Public Safety/ATFP, Facility Support, Real Estate, Planning and BRAC.

The overriding goal for CNI is to improve support services to the Fleet and mission customers, to do this in the most efficient and effective manner possible, to allow mission claimants to focus on their core missions, and to reduce the cost of delivering these

support services through efficiencies, reduction of additional management layers, and adoption of best business practices.

Family Housing and Bachelor Housing will be integrated under CNI. These functions currently at NAVFAC HQ will transition to CNI.

"CNI will be a singly focused installation management organization with core responsibility to provide unified program, policy and funding to manage and oversee shore installation support to the fleet," said Adm. Vern Clark, Chief of Naval Operations.

LANTDIV team shares DoD standardization award

WASHINGTON D.C.—A jointly developed contract by Army, Navy and Air Force engineers received one of five team awards from the Defense Standardization Program Office (DSPO) for outstanding contributions to the Department of Defense last fiscal year.

The March 4 DSP ceremony in Washington, D.C. recognized individuals and organizations achieving significant improvements in quality, reliability, readiness, cost reduction, and interoperability through standardization.

Bob Billmyre, Senior Electrical Engineer, Headquarters U.S. Army Corps of Engineers (USACE); R. David Curfman and Richard Paradis, Naval Facilities Engineering Command (NAVFAC) Engineering Innovation and Criteria Office, Norfolk, Va.; Maria Swift, Atlantic Division NAVFAC Facilities Support Contracts Branch, Norfolk, Va.; and Larry Spangler, Air Force Civil Engineering Support Agency, Tyndall AFB, Fla. jointly developed a contract to give service architects and engineers Internet access to non-government standards referenced in military criteria, standards and specifications for facilities planning, design, construction, operation and maintenance.

"Legislation directed federal agencies to use commercial standards rather than government-unique standards when procuring products, systems and facilities to the maximum extent practicable," Curfman explained. "The services had traditionally relied on government produced facilities criteria and standards and procured non-government standards through individual contracts. These redundant contracts wasted valuable resources and inhibited uniform application of the standards."

Engineers and Architects at sixty-six locations within USACE, NAVFAC and USAF now have access to most of the non-government standards they need for facilities planning, design, construction, operation and maintenance from the convenience of their desktop computer.

"We expect to see reduced construction, acquisition and engineering costs in the Military Construction process," Curfman added. "The real-time value, however, is the immediate access from the engineer's or architect's desktop without having to order the standards needed."



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Long-awaited LANTDIV consolidation at Lafayette River Complex is under way

HQ—A goal of several recent Atlantic Division commanders and the wish of most employees at the headquarters in Norfolk looks as if it may finally come true.

Starting in July, LANTDIV will begin consolidating at the Lafayette River Complex (LRC), on Hampton Blvd. in the Larchmont section of Norfolk. About half of the LANTDIV Hq. employees have been located there for several years.

The Commander and staff of Navy Region Mid-Atlantic (CNRMA), which has been at LRC since that command was established several years ago, needs to be on the Naval Station, nearer the regional operations center in Bldg. N-26. The ideal location for CNRMA is in Bldg. N-21 and space in Bldg. N-26 now occupied by LANTDIV.

Admiral Loose and the LANTDIV offices in N-21 will relocate to Bldg. A at LRC in late July and the CNRMA commander and staff will move into N-21. The LANTDIV Front Office temporarily moved to PWC Norfolk to allow a contractor to configure parts of N-21 to meet the Regional Commander and his staff's needs.

Plans are in place that will take a year-plus to: (1) configure LRC buildings and N-26 to accommodate both commands' needs; and (2) to complete the move of the remaining LANTDIV staff in N-26 to LRC and the



move of some LANTDIV offices already at LRC into other buildings/spaces into our new configuration.

"Timing is everything," Rear Adm. Loose said. "This is a very good

change for both the regional command, as it significantly enhances their operational posture, and for LANTDIV, as it consolidates all LANTDIV HQ into one place."

NAVFAC award named to honor LANTDIV employee Robert Ronick

NAVFAC HQ—The Naval Facilities Engineering Command has named its Fleet Manager of the Year Award in honor of Robert V. Ronick, a former Atlantic Division Employee.

The award is presented annually to the Civil Engineer Support Equipment Fleet manager who embodies the skills, professionalism and 'Can Do' attitude required for excellence in fleet management.

"Naming this award after Robert sets a measurable standard for future fleet managers to uphold," said Lisa Bernier, Transportation Equipment Management Center director.

Robert died in Japan in September 2002 while serving as the Transportation Director for PWC Yokosuka. He started at LANTDIV in the PDC program in April 1989, and left in early 1999 to take a lateral position as the assistant Transportation Director at PWC Yokosuka. In 2002 he was promoted to Transportation Director. He had plans to return to LANTDIV following his assignment in Japan.

He grew up in Virginia Beach, graduating from First Colonial High School and Old Dominion University. His wife, Suzy, and their two daughters are settling in Charleston S.C. where she is pursuing a masters degree.

EFA Ches begins work on DIA building

EFA CHESAPEAKE – Soon after Engineering Field Activity Chesapeake awarded the \$95 million contract for a 430,000 square foot addition to the Defense Intelligence Analysis Center (DIAC), the project's design team received a "Vision Award" from The Committee of 100 on the Federal City, one of the city's oldest civic groups. The SmithGroup of Washington, DC, designed the building in consultation with DIA.

The Committee included the DIAC design in its awards because of its creative approach to security. The SmithGroup maximized natural elements to meet the project's security needs, including placing a pond stocked with plants in front of the building. The pond placement will prevent vehicles from getting to the building while also acting as an emergency water reservoir and storm water runoff collection and cleansing area.

Construction began in June on the 48-acre site adjacent to the existing DIA building at Bolling Air Force Base. The DIAC project, the largest awarded within NAVFAC this year, will include



construction of a six-story office building, complete with highly secure environments and non-secure office space. There will also be an 800-space surface parking lot and other related site work. Construction is slated for completion in summer, 2005.

The ROICC project team is led by Lt. Cmdr. Brian Moore and the contractor is Manhattan Construction Company of Fairfax, Va. The architectural firm, SmithGroup, also designed the existing DIA building in the early 1980's.

Our man in the desert

Tom Turlip, supervisory AREICC at NAB Little Creek, is one of several Atlantic Division employees who have been called up as reservists in support of Operation Iraqi Freedom. A colonel in the Virginia Air National Guard, Tom is Commander of the 203rd RED HORSE Flight at Camp Pendleton. He has been deployed to the Middle East since February. Stock Dinsmore, CI5, is also a member of the same unit.



Celebrating Women's History Month

HQ—Atlantic Division Headquarters observed Women's History Month with a luncheon at the Breezy Point Officers' Club March 25.

The program, "Breaking Through the Glass Ceiling," featured remarks by Captain Elizabeth Hight, Commanding Officer, Naval Computer and Telecommunications Area Master Station Atlantic; Ms Monica Shephard, Director Command, Control, Communications and Computer Systems, U.S. Atlantic Fleet; and Dr. Roseann Runte, President, Old Dominion University. Each offered her perspective on the challenges women face in breaking through the glass ceiling. All three emphasized continuous learning and education as ways to get ahead.

"Opportunities for women in the Navy have improved during my career," Capt. Hight said. "The toughest hurdle was for unrestricted line officers. Everyone in uniform is a warrior and that was a difficult fact for DoD to realize. When I came into the Navy, women couldn't go to sea, Surface Warfare Officer School, or get aviation warfare qualification. We did anything ashore we were asked to do."

"Reach for something out of your grasp and you will succeed," she added.

"What glass ceiling?" Monica Shephard exclaimed. "Don't limit



Rear Admiral Michael K. Loose, LANTDIV Commander, with (left to right) Ms. Monica Shephard, Capt. Elizabeth Hight, and Dr. Roseann Runte.

yourself by someone else's perceptions of what you can do. Dare to dream and dream big. Set high goals and go for it."

Shephard also debunked what she called the myth of perfect decision-making. "You will make mistakes learn from them," she said. "The question isn't if you make a mistake, it's what

you learn from it."

Dr. Runte also emphasized Glass ceilings are someone else's perceptions. "The biggest glass ceilings are those we set for ourselves because we limit ourselves," she explained. "Those limitations may be improper language, inappropriate dress or poor manners."



OICC Naples disestablished, ROICC Gricignano follows

NAPLES, ITALY—Officer in Charge of Construction (OICC) Naples was disestablished May 16. Resident Officer in Charge of Construction (ROICC) Gricignano was established to oversee completion of the remaining work at the Naples Support Site, pictured at the right.

OICC Naples was established in January 1998. Cmdr. Kate Gregory was the current OICC. She departed to become Executive Officer for PWC Pearl Harbor. Lt. Cmdr. John White will be the ROICC, reporting to EFA Mediterranean.

An OICC is usually established to manage a large, specific project, with a specified duration.



Navy and private industry cooperate to clean up shared property

By John Peters and Steve Milner
PORTSMOUTH, Va.—A groundbreaking ceremony March 18 marked an innovative partnership where the federal government and private industry are working together to clean up a co-mingled Superfund site.

After arguing for years about contamination on the adjoining properties along the Southern Branch of the Elizabeth River in Portsmouth, Va., which belong to the Norfolk Naval Shipyard (NNSY) and Atlantic Wood Industries, Inc. (AWII), the Navy, state and federal regulators, and a private company entered into a landmark Joint Resolution to address co-mingled contamination. Both sites have been designated under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) as Superfund sites.

Issues at the sites include calcium hydroxide, abrasive blast material (ABM), metals, polycyclic aromatic hydrocarbons (PAHs), treated wood wastes, and inert construction debris, all by-products of shipyard operations and AWII's former wood treatment operations.

About 18 months ago Navy and Atlantic Wood representatives sat down, decided to stop arguing and see what could be accomplished if they worked together.

NNSY and AWII, along with the Naval Facilities Engineering Command Atlantic Division, Navy Region Mid-Atlantic, the Environmental Protection Agency (EPA), and the Virginia Department of Environmental Quality (VDEQ) were active participants in the planning for the action and will be providing oversight on the work at the site. The NNSY Restoration Advisory Board, the Virginia Institute of Marine Sciences and the private Elizabeth River Project also participated. CH2M Hill did the site assessment under a Navy CLEAN contract and Shaw Remediation and Infrastructure will clean up both sites.



Celebrating the project start are (left to right) William Crossman, President of Atlantic Wood Industries; James W. Holley, Portsmouth Mayor; Karen Sismour, Waste Division Director, Virginia Dept. of Environmental Quality; Rear Adm. David Architzel, Commander Navy Region Mid-Atlantic; Rear Adm. Michael Loose, LANTDIV Commander; Russell Chantry, Director, NNSY Occupational Safety, Health and Environmental Office; Marjorie Mayfield, Executive Director, Elizabeth River Project; and Donald Welsh, Region III Administrator, Environmental Protection Agency.

Mike Host, of the Norfolk Naval Shipyard Environmental Division, says "I see this as a breakthrough project, the benefits of which will extend far beyond the boundaries of this site. The relationship forged between its partners will be a foundation for success in future projects not yet started. It will demonstrate in a very real way what people and organizations, working together, can accomplish. That's the real power of a project like this - its potential to inspire others to take on new challenges, and achieve new successes that exceed anything we currently dare to expect."

"Representatives from various organizations, with different missions, but with the same objective, developed a workable solution to this long-standing problems at this site," said Rear Adm. Michael Loose, LANTDIV Commander. "The fact that we're

here today says a lot about the partnership and cooperation that has developed as this team worked through some very complex issues."

"This agreement resulted in several 'firsts,'" Rear Adm. Loose continued. "This was the first time we have developed an integrated solution to addresses commingled contamination at a combined federal and commercial site. This was the first time project settlement funds were provided by the Department of Justice up front rather than through after the fact litigation. And this was the first time we have used a single contractor when there were multiple funding sources and responsible parties."

"Thanks to this innovative agreement between EPA, the U.S. Navy and AWII, significant amounts of contamination from two Superfund sites will no longer threaten the

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Shaping the future ROICC team

Budget constraints and advanced contracting methods are bringing about changes to Resident Officer in Charge of Construction (ROICC) office staffing.

To establish consistency among the its engineering field divisions how the Naval Facilities Engineering Command awards contracts, executes projects and resources field offices, the workforce will be reshaped to develop a more effective and professionally qualified team for executing all products & services delivered through ROICC Offices.

Currently, inconsistencies exist in job roles and skill sets. Some EFDs use GS-809 Construction Representatives while others use GS-802 Engineering Technicians for the Quality Assurance (QA) function. A higher skilled QA staff is needed in a single job series to help mitigate reduced ROICC QA staffing, along with changes to the way business will be done in the future, which includes more public-private ventures, lease-

construct and design-build projects.

Existing GS-809 Construction Representative positions will be abolished. Future ROICC QA journeyman billets will be GS-802-11 Engineering Technicians. The current ROICC 809 & 802 billets that perform QA & technical functions will be reduced by approximately 25 percent by July 2004. Existing GS-809 ConRep series billets will transition to fewer GS-802 Construction Engineering Technician billets by the same date. GS-809s will compete for a smaller number of 802 positions.

GS-802 Construction Engineering Technicians will perform QA functions, technical functions and provide expert knowledge of construction operations. To provide consistent knowledge, skills, abilities and certification requirements at the journeyman level, a common Position Description will be used. GS-802 Construction ET's will be generalists in Construction Technology, Construction Quality Management, Quality Assurance, and



Operational Risk Management/Safety and Base/Client Ops coordination. They will also possess technical expertise in at least one construction specialty, such as electrical, mechanical, safety, environmental, civil, or structural.

Atlantic Wood

continued

Elizabeth River. This is an excellent example of the Superfund law's flexibility, and EPA applauds our partners for their cooperation in reaching a sound solution to a complex environmental problem," said EPA Regional Administrator Donald S. Welsh.

VDEQ Project Manager, Devlin Harris stated "This has been an incredibly challenging project that could not have been done without the collaborative effort and innovative thinking by all the stakeholders and, yes, even some risk taking."

"It is very rewarding to see site remediation of two adjoining Superfund sites and the creation of a tidal wetlands where waste once was. The Navy, AWII, EPA, and VDEQ worked together as a team to conceptualize the end goal, then aggressively sought to overcome the

many unique challenges, both technical and legal, to accomplish that goal," said Tim Reisch, Atlantic Division Remedial Project Manager.

Rear Adm. David Architzel, Commander Navy Region Mid-Atlantic stated "As DOD executive lead agent for the Chesapeake Bay Program, I am proud of the local watershed initiatives our installations participate in that support restoration and preservation of the Bay's living resources, vital habitat and overall water quality. The incorporation of an engineered tidal wetland into the final remedy for this site supports both the local Elizabeth River Watershed Action Plan and the regional Chesapeake 2000 goals - this project truly fits the category of government by example. These participating commands and agencies are to be commended for forging an innovative partnership that provides long-term benefits to both industry and the environment."

"This project is another example of the commitment shown by the Navy and our neighbors here along the Elizabeth River to work together and restore our environment. Teamwork prevails again!" - Captain Mark Hugel, NNSY Shipyard Commander concluded.

The abrasive blast material disposal area will be capped and an engineered wetlands will be created in the areas of the calcium hydroxide sludge excavation. The wetlands grasses will be planted before mid-June to optimize the growing season. The cap area is located west of where the engineered tidal wetland will be. The contractor will cap this area with an EPA-approved impermeable layer to prevent surface water infiltration and promote good drainage. The Cap Area will be constructed after the engineered wetlands are planted. Construction of the cap will begin in late 2003 and will be completed in early 2004.

New AIMD improves worklife for Sailors



Rendering courtesy of Whitman, Requart and Associates

By Erik Stetson, Soundings ROICC SEWELLS POINT—

Preliminary work has begun for a \$23.1 million construction project that will give Chambers Field aircraft mechanics one of the Navy's most modern repair facilities.

The new, two-story structure will consolidate about 10 buildings now used by the Aircraft Intermediate Maintenance Detachment at Naval Station Norfolk. It will be located on a recreational vehicle and boat storage lot near the airfield, which contractors will relocate as part of the project's first phase. Overall completion will be in the summer of 2005.

"I'd say we're definitely leaping into the 21st century with this building," said Petty Officer 1st Class Reginald Green, the detachment's leading petty officer. "Everything you see here, this is old technology — 1960s building designs."

He and other detachment members said they looked forward to the new facility offering better control over temperature and electrical power. The organization's roughly 660-person staff fixes sensitive electronic and other components from a range of Navy aircraft, and the work often requires cold rooms and carefully regulated power flows for equipment tests.

"Every division was given the opportunity to put their own inputs into it," Green said. "... So from that standpoint, it was kind of designed

from the deckplate level up."

Atlantic Division Project Manager David Perkins said the facility's design phase began during the summer of 2000. LANTIV awarded the construction contract late last year to M.A. Mortensen Co.

He added that among other features the building will include is a compressed air system — used for several tools — running throughout the structure. It also contains ceiling cranes and hoists crews will be able to use to move engines and other parts between maintenance divisions.

Mechanics now must use vehicles to move parts and equipment between their 10 buildings. Green said arranging for a vehicle can require from 10 minutes in the best cases to up to an hour in the worst cases. He predicted eliminating those waits, as well as time spent driving, would increase the organization's efficiency.

Each division also will receive its own training room outfitted for presentations and other learning aids. Staff members now often must borrow space from other organizations for training.

Perkins described the project as the largest facility construction work on the naval station in recent memory. The installation's hangars cost about \$10 to \$15 million to build, making the new repair complex twice as costly. Double-decked piers under construction at the installation cost more than the new complex, but they

aren't intended to be work centers, and their costs stem in large part from underwater work and the need for special materials.

"A lot of these Sailors, they're used to working on aircraft carriers," Perkins said. "... To come off a carrier into a building is one thing. But to come off a carrier and go into the new building is probably going to be an eye opener to a lot of new Sailors."

He described the pace of the project, from inception to completion, as rapid. He said it wouldn't be uncommon for construction in a military project of similar scope to begin instead of end in 2005.

Also, Andy Ashe, the ROICC project engineer, said the government got "a pretty good deal" overall, accepting a bid \$3 to \$4 million under expectations. In general, each Navy installation with a role in supporting air forces will have an intermediate maintenance detachment like the one at Naval Station Norfolk. Naval Air Station Oceana, for example, also has one. Ashe, however, described the new facility as "light years" ahead of Oceana's.

The project is not part of a larger Navy plan to modernize aviation repair facilities. Also, plans for using the vacant space at Naval Station Norfolk once the maintenance detachment has relocated have not been finished.

Perkins predicted few delays with construction, saying underground

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EFA NE reaches out to small business

EFA NORTHEAST—EFA NE and its various federal, state, local government and private sector partners completed two stunningly successful small business outreach events. The Mid-Atlantic Alliance Opportunities for Small Business was held March 18 at the Adams Mark Hotel in Philadelphia.

This annual event attracted 550 small business and large business entrepreneurs. On site surveys of participants revealed an overwhelming number were extremely satisfied with the event and they are looking forward to a similar event in 2004. The keynote speaker was Bush Administration appointee, Stephen A. Perry, Administrator for the U. S. General Services Administration. EFA NE, Executive Officer, Cmdr. Cameron Manning introduced Perry.

The New England Alliance Opportunities for Small Business was held April 15 at the Rhode Island Convention Center in Providence, R.I. This annual event attracted a number of dignitaries. Mayor of Providence, The Honorable, David N. Cicilline and Lt. Cmdr. Michael Zanolli, ROICC, Newport welcomed over 400 attendees.

The penultimate keynote speaker was Paulette Widmann, the Secretary of the Navy, Deputy Director, Small and Disadvantaged Business Utilization. Ms. Widmann and Linda Wright, Naval Facilities Engineering Command Associate Director of Small Business exchanged pleasantries with celebrities, Harrison Ford, Calista Flockhart and Alec Baldwin during dinner April 14. The keynote speaker was Bush Administration appointee Hector Berreto, Administrator for the Small Business Administration. As with the Mid-Atlantic outreach event, on site surveys of participants revealed an overwhelming number were very satisfied with the outreach event and that they are looking forward to attending a similar affair in 2004.

The total number of participants for both outreach events was almost 1,000 compared to the previous total of



EFA Northeast Executive Officer, Cmdr. Cameron Manning and Stephen A. Perry, Administrator for the U. S. General Services Administration, in March at the Mid-Atlantic Alliance Opportunities for Small Business in Philadelphia.

750. Among those that worked exceptionally hard to make these events successful included personnel from ROICC East Pa., ROICC Newport and ROICC New London as well as many personnel from EFA NE headquarters.

AIMD

continued

rivers and utilities were all well mapped. Plans also call for nearby overhead power lines to be moved underground.

Green said the detachment planned to upgrade some of its equipment as part of the move to the new facility. He said the most major change would involve buying new, multipurpose test benches to replace several different types of test benches the organization now uses. The new benches share components such as

circuit cards, making it easier to order spare parts in bulk.

He predicted the speed and quality of repairs would increase dramatically between the money saved by updating equipment and the efficiency gained from operating "under one roof." The detachment includes about 10 divisions. Six are responsible for certain types of components such as avionics equipment, while other divisions handle administration or quality assurance.

The organization conducts repairs for all aircraft at Chambers Field as well as any aircraft on locally docked

carriers or amphibious ships. Its mechanics deploy with ships, and the detachment also provides some services to units as far away as the West Coast. The detachment helps the U.S. Customs Service and Navy Reserve units as well.

"I don't think we can really figure out everything it's going to save," Green said of the new facility. "It's time, money, manpower—everything. We're really looking forward to this building."

(Reprinted from Soundings, with permission of Military Newspapers of Virginia.)

Vieques closure will affect Roosevelt Roads



ROOSEVELT ROADS, Puerto Rico—On April 30 the Department of the Navy transferred all real property on the eastern end of the island of Vieques, to the administrative jurisdiction of the Department of Interior (DoI) as required under the National Defense Authorization Act for Fiscal Year 2001.

The Atlantic Division, working with the Department of the Navy, the Atlantic Fleet and Navy Region Southeast, played a major role in the turnover. Involvement included Counsel, Planning, Real Estate, and Environmental business lines and the Caribbean Integrated Product Team.

Under the law, DoI is required to develop the land for use as a wildlife refuge, with the former live impact area to be designated a wilderness area and closed to the public. \$2.3 million has been designated this year for DoI to protect and conserve these natural resources. Additionally, the Navy is demolishing and removing all temporary facilities and structures.

The Navy will retain responsibility for the environmental cleanup of this property. The environmental work will be managed by the Atlantic Division through a contractor. Chris Penny is the LANTDIV Remedial Project

Manager. The final extent and cost of the cleanup is linked to land use plans being developed by DoI in compliance with the National Wildlife Refuge Act. The Navy will participate in future decisions and actions regarding the long-term environmental cleanup at Vieques.

With the cessation of exercises on the Vieques Naval Training Range, the primary facilities on Roosevelt Roads directly related to that training have been ordered to disestablish.

The Atlantic Fleet Weapons Training Facility (AFWTF) and Fleet Composite Squadron (VC) 8 received disestablishment orders from Adm. Robert Natter, commander of the Atlantic Fleet earlier this year.

Camp Garcia, Vieques, named after Marine Corps Private 1st Class Fernando Garcia, a Puerto Rican Medal of Honor recipient during the Korean War, is scheduled to close May 1. Camp Garcia had hosted the Atlantic Fleet's Composite Training Unit Exercises and served as the premiere training area for the Atlantic Fleet for more than 60 years.

At the request of the Department of the Interior, Naval Station Roosevelt Roads personnel and Vieques community volunteers are dismantling

some of the camp's temporary facilities. Upon closing, Camp Garcia will be transferred from DoD to DoI, which will use the land as a wildlife refuge. The former impact area will be designated as a wilderness area. The building materials salvaged from the camp are being donated to the municipality of Vieques.

AFWTF, the command in charge of organizing and conducting the training exercises in Vieques, is set to disestablish by Sept. 30.

"We are in the process of either turning over facilities to other government agencies, or sending our equipment to be used at other training ranges," said Cmdr. Dale Batey, AFWTF executive officer.

VC-8's primary role is to support the fleet under the operational control of AFWTF. VC-8 will also disestablish by Sept. 30, after more than 40 years of service. The squadron has been at Roosevelt Roads since 1959. Since 1970, VC-8 has conducted rescue and relief missions, and directly saved more than 140 lives and provided relief to thousands after numerous natural disasters, including Hurricanes Georges, Gilbert, Hortense and Hugo, and the volcanic eruption on the island of Montserrat.

Old bowling alley is band's new home

ROICC SEWELLS POINT--Building SP-370 was dedicated March 18 as the new home for the Atlantic Fleet Band.

"This project was the epitome of a team effort," said Lt. Cmdr Lorelei Conrad, Fleet Bandmaster, praising the efforts of Construction Battalion Unit 411, the Public Works Center, Tesoro Corp. and ROICC Sewells Point.

"A project by Sailors for Sailors," echoed Rear Adm. David Architzel, Commander Navy Region Mid-Atlantic. He presented three Navy and Marine Corps Achievement Medals and four Letters of Commendation to Seabees from CBU 411 for their efforts.

Seabees did most of the work that involved six months of demolition and 30 months of construction to turn a former bowling alley into an outstanding facility for the Atlantic Fleet Band. The band's old building, a former BEQ, was old, cramped and shared with other commands.

Tesoro installed a new HVAC system, interior and exterior doors, carpeting, ceramic tile and acoustical ceiling tile, Van Carson said. Carson was the AREICC and Mark Linn was the ConRep.

"This was something a CBU of this size was not used to seeing," said Chief Warrant Officer Mark Bierce,



Left to right, CWO3 Mark Bierce, Officer in Charge, CBU 411; Capt. Jerry Becker, CO Naval Station Norfolk; Lt. Cmdr. Conrad, Rear Adm. Architzel.

Officer in Charge. "It was good education an training for the younger troops."

The renovated building features

staff offices, training areas, recreation and storage space, along with individual practice rooms for the various performing units of the band.



WELCOME HOME--American Bridge, the contractor building the new Pier 7 at Naval Station Norfolk, put up this sign to welcome home the Truman and Roosevelt battle groups from Operation Iraqi Freedom.

Construction starts on Little Creek Port Operations Facility

By JOSN Melissa Pinsonneault
ROICC LITTLE CREEK—An April groundbreaking ceremony commemorated the construction of a new port operations facility at Naval Amphibious Base Little Creek in Virginia Beach.

Six people in charge of the \$3.3 million project shoved shovels into the ground where the new tower is to be built, east of Little Creek's Cove Marina on the piers near Gate 1. The current 90-foot tower is located near the quay wall piers a mile inside Gate 4.

"Having a second tower on the other side of the base provides 95 percent more security view of the base," commented Lt. Harry Putnam, Little Creek's Port Operations Officer in Charge.

Plans for the new tower were proposed in 1990, but due to a lack of funds the project was postponed until recently, said Ellen Freinofer, Atlantic Division project manager. Doug Taylor is the AREIC and Carl Brunner is the ConRep for the project.

The project constructed by S.B. Ballard Construction will upgrade the new tower in several areas compared to what the old tower has. Some of the improvements include enhanced telecommunications and computers, new administrative spaces, crew lounges, an elevator, a locker and shower area, maintenance shop, a storage area for boat gear. The new tower will also be consolidated as one unit instead of having four separate maintenance buildings like the old tower has. These four maintenance buildings will be demolished, leaving only the old port operations tower for maintaining security watches.

The old tower will continue to function as the primary security watch of the surrounding area and will also assist with guiding traffic in and out of the channel. However, responsibility of port control will fall to the new tower after it is built. The new tower is expected to be complete in August 2004.



Breaking ground for the new Port Operations Facility at Naval Amphibious Base Little Creek are, from left, Paul Littlefield, project manager, S.B. Ballard; Rick Hoffman, LANTDIV architect; Capt. Jim O'Keefe, Little Creek commanding officer; Capt. Jerry Becker, program manager for Port Operations; Lt. Chris Meyers, Resident Officer in Charge of Construction Little Creek; and Ellen Freihofner, LANTDIV project manager. Photo by JOSN(SW) Melissa Pinsonneault.



Artist's rendering of the new facility.

Visitors Quarters nearing completion

AVIANOAIRBASE,ITALY – When planning to visit Aviano Air Base in the near future expect to stay in a room with a view of Italy's Dolomites, terra cotta tile roofs and a base with a NATO mission and a great new facelift.

Final plans for the new \$5.9 million picturesque visiting quarters to open this summer are underway.

"When completed, the 40,000 square foot project designed by Clark-Nexsen of Norfolk, Va., will have 80 single occupancy suites; six business suites with balconies, two of which are handicapped accessible, and will become the new home of the central lodging check-in and administrative offices," said Pamela Hann, Det. 3, 16th Air Force Program Management Office project manager.

ROICC Northern Italy project engineers were Lt. Cmdr. Scot Sanders and Luke Jackson. Maurizio Zorat was the ConRep.

"The Visiting Quarters (VQ) will provide the Air Force with a much needed short-term "hotel-type" facility at Aviano," explained Luke Jackson.

The guests will be within walking distance of most support and recreational facilities including the new fitness center that opened April 18. The VQ is centrally located in the Zappala Area of the base with the Exchange/Commissary, the collocated club, fitness center, and post office, right across the street.

"Visitors will thoroughly enjoy their stay at Aviano a little bit more with the completion of the VQ," Jackson added.

The facility has 80 suites with each suite consisting of a kitchen, living room and separate bedroom and bath. The visitors will have the sense that they are staying in a nice, well furnished hotel. The interior of the facility is nicely appointed with carpeted corridors with wood chair rail and wallpaper. There are also a few small conference rooms that will be available for use if the guests require the need for conference space.

"There will also be laundry facilities on the ground floor, a TV and coffee bar area, small conference rooms for



meetings and common areas for the convenience of the guest," said Hann. "The rooms will have a view of the mountains and be nicely furnished."

"Each suite has a spacious living area with telephone and data lines, kitchenette and cable television," said "Smooth Move" expert Carol Cummings, Det. 3, 16th AF PMO. "There is a separate sleeping room with a large closet, blackout draperies and a connecting bathroom with a tub/shower unit. All the rooms will be beautifully decorated and functional."

The Det. 3, 16th AF PMO Smooth Move team is responsible for designing and purchasing the furnishings for the Aviano 2000 projects. They also make sure the furnishings are delivered and installed properly before turning the facility over to the 31st Civil Engineer Squadron as real property and the user's unit, the 31st Services Squadron.

"Some of the many innovative features of this new building will include

the covered drive-through front entrance. This will help keep guests dry when they check in or out on rainy days," added Peterson. "To eliminate lost keys and entry problems once the guest is registered, entrance into exterior doors, laundry rooms and suites will be controlled by modern key cards and a computer system."

"This new building is a heavy concrete structure due to seismic, force protection, radon and noise reduction requirements," said Luke Jackson, U.S. Navy Resident Officer in Charge of Construction project engineer. "This type of construction takes longer to build compared to a wood stud and sheetrock structure found throughout the United States, but provides for an excellent aesthetic structure."

Constructed by Rizzani DeEccher, NATO and the U.S. Air Force jointly funded this Italian style and American designed project.

Builders' sentiments from another time still ring true today

By Greg Fitzpatrick

ROICC CAMP LEJEUNE—1942, the world was ablaze. Eastern North Carolina was, seemingly out of nowhere, taken up into this whirlwind of war. The depression was over, the prospects for the good life abounded throughout Onslow County among the small local population. Farmers, fisherman, merchants both important and unimportant cared little for the world at large. Their families and community were the extent of their focus.

1942, Marine Corps Base New River erupted onto the coastal plain. More people entered Onslow County in that year than ever before, strange people, different people, worldly people, American people. All determined and with a singular goal of defeating an evil that threatened the entire race of man.

1942, along with the race for military victory requiring training, weapons, infrastructure, lodging, meals, transport systems being set up at New River, a portion of the activities centered on the authorized building of family housing for the service men, women and families who found themselves residents of the area for the duration.

2002, Marine Corps Base Camp Lejeune's family housing is undergoing a rebirth of it's own. Complete renovations are ongoing after sixty years of providing shelter and a sense of place for many thousands who found themselves, however willing or not, calling Camp Lejeune home. During the course of demolition and construction of the various units we have glimpsed pieces of personal history that have remained hidden from view for decades.

An old tradition since the time of Troy has been to mark or identify the builders of various structures. Names, dates, hometowns, wages or lack thereof, arguments and longings have been written here and there on parts



Some of the graffiti found in family housing built during World War Two at Marine Corps Base Camp Lejeune.

of these houses that cause the thoughtful person to pause. More often than not the writings of these workers from across America have gone unobserved until recently. 'Please remember Pearl Harbor', 'Hawaii is safe, we took back Midway', 'Barbee brothers- Richlands, NC'; any number of names and hometowns from across America that were recorded in almost every corner of these structures.

To witness these musings from a time of trouble and fear that resonates still so clearly has defined an America that is not so very different from where we find ourselves today. But one man's effort, spirit and deep angst noted must be shared and see the light of day. What was true in that long ago time rings true today as much as then. Picture a fine spring day along the New River and a carpenter foreman, probably in bib overalls with a jauntily askew straw hat, trying to

motivate his roof framing crew; some lazy, some already gone to war, some wishing they could fight, some just trying to feed themselves and family. Printed on two roof trusses in bold blue carpenters marker are the words:

"HITLER YOU ARE A DEVIL BUT THE US MARINES WILL GET YOU. MAY 20th 1942, LET'S DO THEM A GOOD DAYS WORK"

This is a true moment it time that can be reflected on in so many positive ways. Draw strength from the honor of those past and know that we are faced with much the same conditions today. Acknowledging the evil that exists but doing what we can in our own best efforts not to fear, not to despair, just to do the best for the US. We can only succeed in a tradition much older than these markings from some long forgotten house builders.

Skipper builds kayaks in his garage

By Kendra Helmer,
Stars and Stripes

NAPLES, Italy — Darrell Van Hutten found a way to combine two of his passions, water sports and woodworking.

The Navy captain paddles in wooden kayaks he builds by hand.

Van Hutten got the idea to construct a kayak six years ago when he saw plans in *Sea Kayaker* magazine.

"I did woodworking in high school, and it seemed like it'd be a neat project," Van Hutten recalled.

Four months later, he was the proud owner of an 18-foot kayak.

But he didn't stop there. He's now crafting his seventh kayak and has coached several other wannabe builders, including his wife of 19 years, Kris.

The two Atlanta natives met in Georgia. She was the half-owner of a previous boat of his and, like him, an outdoor enthusiast. They both enjoy hiking, biking, diving, skiing and sailboat racing.

Van Hutten, 47 and in the Navy for 25 years, is the commanding officer of Engineering Field Activity Mediterranean, responsible for facilities engineering for Navy bases in Europe.

His love of sailboats is not compatible with a military lifestyle — "It's very expensive to buy and sell [sailboats] every two years when you move," he said — but kayaking is a different story, since it is a lot easier to move the smaller boats. Van Hutten has even modified plans so he can take apart his kayaks for easy shipping.

He enjoys a challenge. He spent 20 hours calculating out how to scale down a set of plans to make a smaller kayak.

"It's intriguing to take an existing set of plans and scale them down," he said. "Ordinarily, no one would do that."

Van Hutten already had basic woodworking skills before he taught



Capt. Darrell Van Hutten shows where epoxy seals together panels to create a kayak. Photo by Kendra Helmer.

himself how to build kayaks out of okoume, a type of African wood.

"My mom would tell you that's how I got through high school. If it wasn't for wood shop, I would've dropped out," he said.

To build a 55-pound kayak takes about 100 hours — 70 hours if using a kit with pre-cut wood — and costs \$500 to \$600.

"A drill, sander and jigsaw are the only power tools you need," he said.

Van Hutten bonds the panels — 5 feet by 10 feet by 4 millimeters — with epoxy. After letting it seal for a few days, he stitches the panels together with copper wiring.

"When you do that, all of a sudden it looks like a boat," he said.

He puts fiberglass on the inside joints and installs the bulkheads. Then, using only epoxy and no nails to detract from the appearance, he attaches the deck, which has hatches to store items like camping gear.

He laminates the kayak with fiberglass so the honey-colored wood shines through and adds varnish for ultraviolet protection.

"Then you install the foot pegs,

the seat and go paddling," he said.

Kris Van Hutten, 50, is used to her husband disappearing a few hours a night to their 2,000-square foot garage, where he builds the kayaks.

"He needs something to do all the time; he never just sits," she said.

The Van Huttens usually go kayaking alone. Kris, the manager of Fit Zone gym at Capodichino, said she enjoys the full-body workout of the sport and the serenity.

"We've seen beavers and deer just 30 minutes outside D.C.," she said.

The Van Huttens will move to Washington, D.C., in August, and Darrell plans to slow down on the kayak building to just one a winter.

"Clearly, I'm going to run out of room," he said. "I don't need the boats." That decision should give him more time for actual kayaking. He said whenever he puts his kayaks in the water, he can count on being approached by curious paddlers.

"It adds a half-hour to the process of kayaking," he said.

(Reprinted with permission of European Stars and Stripes)

Brunswick opens townhouse-like BEQ

By JO3 Jeremy Zeitlin

ROICC BRUNSWICK—The quality of life for the single Sailors at Naval Air Station Brunswick, Maine has recently improved with Sailors giving the new Bachelor Enlisted Quarters (BEQ) rave reviews. AO3(AW) Ryan Smith describes his new quarters as “a 100 percent change for the better.” The 190 (1+1) permanent party units can accommodate up to 380 single Sailors.

Each two-story townhouse style unit includes two private bedrooms, two individual lockable storage spaces, and shared bathroom (with two sinks), kitchen/dining area, and a washer/dryer closet. Each unit is approximately 702 square feet including two 117 sq. ft. bedrooms, each with a 22 sq. ft. walk-in closet and a beautiful kitchen-bay window.

Another new resident AE3 Brian Thresher said “The best part about it is that you have much more personal space and more privacy. My family couldn’t believe it when they came up to visit. They saw the room I had over at the old barracks and it was obvious that there was no comparison to this. My Dad, who was in the service, said ‘It wasn’t like this 30 years ago!’”

The site was organized to give residents a greater sense of community. Units are grouped into building clusters with each building containing eight and ten units and oriented around one of several courtyards. These BEQ’s was designed to be New England residential in appearance. “With our own courtyard, and other people we work with close by, it definitely feels more like home” Smith said. Another satisfied Sailor AT3 Candace Nolton said that, “It’s everything you could want or need as a single person, and there’s no comparison at all between these apartments and any other barracks I’ve lived in.”

Although this final quality is noteworthy, this project came with its share of challenges. The design-build BEQ contract was awarded in March 2000 for \$14.3 million by



Each two-story townhouse style unit includes two private bedrooms, two individual lockable storage spaces, and shared bathroom (with two sinks), kitchen/dining area, and a washer/dryer closet. Each unit is approximately 702 square feet including two 117 sq. ft. bedrooms, each with a 22 sq. ft. walk-in closet and a beautiful kitchen-bay window.

Engineering Field Activity Northeast to Shaw Beneco, Inc. The design was completed in February 2001 and construction began soon after. Just as construction was in full swing the prime contractor’s parent organization declared bankruptcy, which resulted in several schedule delays, subcontractor payment issues, and contractor management reorganizations. Furthermore, careful coordination with NAS Brunswick Bachelor Housing in furnishing the units and phasing unit acceptance was required to immediately move Sailors in from a returning squadron into their new homes.

With impressive tenacity the project team led by Lt. j.g. Stanley Lam overcame these challenges and maintained unwavering quality standards, allowing Sailors to began

moving into arguably the best BEQ’s in New England in January 2003. Other team members included ConRep Peter Beaudry and Contracts Specialist Brett Burnham. “Ken Homick and Dave Petrone from EFA NE Counsel’s office ought to be recognized for their advice and guidance on legal questions,” added Lt. j.g. Lam.

Through the direct efforts of the entire team including ROICC North Maine, EFA Northeast, NAS Brunswick Bachelor Housing, and Public Works, the quality of life for the single Sailors stationed at NAS Brunswick is second to none. NAS Brunswick Command Master Chief Clint Mims said, “For year’s the Navy has talked about a commitment to quality of life. This BEQ is a testament to that commitment.”

Hangar groundbreaking ushers in new era for NAS Brunswick

By Lt. Keith Benson

ROICC BRUNSWICK— Naval Air Station Brunswick, Maine passed a milestone in its base master plan with the groundbreaking ceremony on April 28 for Aircraft Maintenance Hangar Six. Joining Captain Winneg, Commanding Officer of NAS Brunswick, were Maine Governor Baldacci, Congressman Allen, Captain Raines, Engineering Field Activity Northeast Commanding Officer, Chaplain (Capt.) Wohlrabe and James Gray, president of the James N. Gray Co.

This Design-Build project was awarded for \$31.4 million and includes construction of an Aircraft Maintenance Hangar and an Airfield Support Building. The Hangar will cover the area of almost four football fields and was specifically designed to support Patrol Wing 5, P-3 Orion aircraft squadrons, the station's search and rescue helicopters, and transient aircraft. Additionally, it will accommodate the office and maintenance space of 700 squadron personnel. The Support Building has been designed to include the Public Works Transportation Department and its associated equipment that maintain the aircraft runways in all weather conditions throughout the year.

Hangar Six will be the first design-build hangar built in the U.S. Navy and is the largest and most expensive building constructed at NAS Brunswick and along coastal Maine. It is the first new hangar in over 20 years for the base and will replace two aging World War II hangars that were quickly built with timber trusses in support of the war. The NAS Brunswick Maritime-reconnaissance patrol mission has been important to the nation's defense since World War II. NAS Brunswick is the last active duty military airfield remaining in the northeast, neighboring great circle air and sea



This hangar will be the most expensive project ever constructed at the air station and the most expensive building ever built in coastal Maine. It will replace two World War Two-era hangars and will house six Maritime Patrol Aircraft wingtip-to-wingtip.

routes on the North Atlantic; Hangar Six will ensure that Maritime Patrol Aircraft will be safely maintained, for decades to come.

The design-build contracting tool coupled with a true partnering effort between the NAVFAC Team, NAS Brunswick and the James N. Gray team afforded the Navy the opportunity to build a state-of-the-art facility for the most cost effective price for the taxpayers. The selected contractor, James N. Gray Co. of Lexington, Ky., proposed a unique design solution. Two, 80-ft. high box-trusses enable two continuous spans in excess of 380-ft. and will become the first long span truss hangar owned by the Navy. This design allows maximum flexibility and any change the future may hold for the follow on airframes of the Multi-Mission Maritime Aircraft, Unmanned Aerial Vehicles and prospective missions.

Following contract award on July 29, 2002, a formal kick-off and

partnering session took place between the government (EFA Northeast, Squadrons, Public Works, RFP A&E, and ROICC), the James N. Gray Co., its associated design team and critical subcontractors to begin the building blocks of a solid, trusting relationship. Throughout the design phase, the James N. Gray Company and their lead designer, Frankfurt-Short-Bruza (FSB), have fostered this partnership by incorporating innovative design solutions based on subcontractor and user input.

In his comments at the Ground Breaking Ceremony Capt. Raines stated, "We are proud to have developed a partnership between NAS Brunswick, EFA Northeast and Gray and expect this to be the first of many projects for this outstanding team...[the team] will be remembered as [those] who shepherded in this latest era of NAS Brunswick's and the Navy's next-generation war fighting capabilities."

Multi-phase project started in 1999

Ceremony marks crane rail completion

By Rebecca K.Rotz

ROICC PORTSMOUTH—Monday, June 2 was a warm, sunny day in the Norfolk Naval Shipyard (NNSY). The crowd was pleasant while they anticipated the satisfying ribbon cutting ceremony that marked the finale of the massive four-year Crane Rail Interconnect (CRI) project.

The project, which was awarded to Tidewater Construction Corporation (who merged with Skanska in 2000 and is now called Tidewater Skanska Inc) in May 1999, constructed foundations and crane rails to connect crane tracks at Piers 3 through 6. This project provides a continuous rail system for NNSY's 40-foot gauge portal cranes. The CRI team, consisting of Tidewater Skanska, its subcontractors, and the Navy, also replaced all utility mains for salt water, fresh water, CHT, compressed air, electrical, steam, and storm drains along Hitchcock Street, the main thoroughfare in the shipyard's industrial area.

"During peak productivity periods of this contract, the NNSY waterfront

looked like a battlefield, with deep excavations, miles of temporary utilities snaking around piers, berths and roadways, concrete placing, pile driving and rail installation being performed in a manner that looked like complete chaos," remarked RDML Mike Loose during the ceremony, "yet the shipyard continued to meet its utmost productivity."

Throughout the project, the team successfully completed impossible tasks despite heavy weather mooring structure, abnormal amounts of inclement weather, working in tidal water in unexpected areas, and a shortened time frame for completing the work.

Nevertheless, Tidewater Skanska "coordinated as many as 167 employees and subcontractors on any given day and with favorable weather October through December often worked 70-hour weeks" stated ROICC Project Manager Rich Mathews.

In February 2001, the CRI team witnessed the arrival of the USS George Washington to Pier 5, marking the passing of a significant milestone for the project. In January 2002, the

CRI team closely coordinated multiple projects in the vicinity of Drydock #8 in preparation for the arrival of the USS Enterprise in January 2002.

The CRI project team earned the respect and admiration of the entire Norfolk Naval Shipyard, when, at the peak of construction, three aircraft carriers and two nuclear submarines were simultaneously scheduled for overhaul at NNSY, which represented the absolute pinnacle of engineering management excellence. A small part of this "monumental undertaking" consisted of enough concrete to fill Drydock #1, 55,000 linear feet of duct bank, 11 miles of pile, and 400 miles of rebar.

"This is not the end of a project, it's really the beginning of the rebirth of [the NNSY] waterfront," said Rear Admiral William Klemm, NAVSEA Deputy Commander for Logistics and NNSY Commanding Officer when the project started.

The crowd then walked across Hitchcock Street to witness the cutting of the symbolic ribbon, which celebrated an improved and more efficient Norfolk Naval Shipyard.

EFA Ches and NDW earn award for using sustainable design at Navy Yard

EFA CHESAPEAKE—Three projects at the Washington Navy Yard have won a 2003 White House Closing the Circle Award in the Sustainable Design/Green Building category. The awards were presented June 10.

The NAVSEA Complex, Sanger Quadrangle and the Low Impact Development applications were submitted for the recognition by Naval District Washington (NDW) and Engineering Field Activity Chesapeake. NDW is committed to the concepts of sustainable design/green buildings in the continuing renovation of the Washington Navy Yard.

The NAVSEA project included renovation of two historic buildings, the demolition of five buildings, the construction of one new building and a new eight-level parking garage. The renovation of the buildings for NAVSEA created an environmentally healthy workspace for all employees. State-of-the-art, environmentally healthy "green" buildings and systems in the new NAVSEA Headquarters complex

ensured not only a healthy working environment for employees, contractors and guests, but also provided a baseline for measuring any adverse health issues which may arise in the future.

The renovation of the Sanger Quadrangle provided improvements in building energy performance, indoor environmental quality, resource efficiency, and waste minimization.

Low Impact Development (LID) is the name given to the use of small-scale rainwater management controls placed at the source of pollution and distributed throughout a developed area to control the negative effects of urban runoff. These sustainable management measures are designed to filter pollutants, control peak runoff rates and control the volume of runoff that enters receiving waters. Many areas in the WNY have been retrofitted to include LID applications.

Recycling concrete saves time, money

By JO3 Tarl Chapman

ROICC SEWELLS POINT—

Sustainable design recycling is underway aboard Naval Station Norfolk. The program takes stored concrete debris from past construction projects and recycles it.

The program started in January with approximately 100,000 tons of concrete rubble. So far, an estimated 34,000 tons has been recycled and allocated for various construction projects. The crushing of the debris is scheduled to be complete by October 2003. Officials plan to have all recycled material used by December 2004.

"It makes great business sense to reuse as many products as possible within our own fence line," said Capt. Jerry Becker, commanding officer Naval Station Norfolk.

The recycling effort is a joint venture between Atlantic Division, Naval Facilities Engineering Command (LANTDIV), Resident Office in Charge of Construction (ROICC), Public Works Center (PWC) and Naval Station Norfolk.

Much work goes into recycling the concrete debris. First, large chunks of concrete are crushed into basketball size pieces with an impact hammer. Then, steel rods, called "rebar," are removed. After all the large pieces of rebar are removed, a magnet is used to get out the remaining steel. Finally, depending upon how the recycled concrete will be used, it is crushed into smaller pieces. A large crushing machine, equipped with various-sized screens, sorts out different sized pieces.

There are essentially three different uses for the recycled concrete. It can be used as rip rap, which are field-stone sized pieces of concrete used to fortify coastline from erosion; base material, which can give a structure a firm footing; and as fill to bring up ground level to desired construction height.

According to Keith Barbish, LANTDIV project manager, sustainable design recycling will save the Navy approximately \$2 million,



LANTDIV Project Manager Keith Barbish, second from right, briefs Naval Station Commanding Officer Capt. Jerry Becker, left, on the concrete recycling effort.

help the environment, reduce wear and tear on Naval Station Norfolk roadways and ease installation traffic congestion.

By recycling the concrete, the Navy won't incur the cost of transporting the debris to a landfill. As an added benefit, the debris won't be hauled across the base, which negates large truck traffic.

A large portion of the projected \$2 million to be saved by the Navy comes from not having to pay material cost needed for installation construction projects. Using some of the recycled concrete in recent projects has already

saved money.

The sustainable design recycling program benefits the environment by not contributing to the size of a landfill. Even more beneficial, some of the recycled concrete will be used by the Virginia Marine Resources Commission to construct artificial oyster reefs and fisheries.

"The concrete crushing and recycling program has not only saved Naval Station Norfolk a small fortune in disposal cost, but provided a quality base product for airfield repairs and other construction projects," said Becker.



Ches AROICC earns Sverdrup Medal

EFA CHESAPEAKE – In May, Lt. Miguel Dieguez, ROICC Annapolis, received the Sverdrup Medal for outstanding engineering contribution from the Society of American Military Engineers (SAME). Dieguez successfully managed Bancroft Hall's final three renovation phases, worth \$91 million, including delivery of a medical/dental clinic and the renovation of the Hall's Center Section – some of the most sacred and historic space in the Navy.

"It's an honor to be recognized amongst a society of talented and dedicated professionals," said Dieguez. "Many thanks to the entire project team for their long days and

sleepless nights in the pursuit of excellence and success."

A major challenge during phase nine focused on the ornate and historic architecture in the Hall's Rotunda and Memorial Hall. Dieguez managed this using a unique design-build approach that capitalized on lessons-learned from previous phases while fast-tracking and phasing the design so construction could begin while design efforts progressed. This efficient acquisition approach required him to manage significantly more of the project than is required of an AROICC in a typical design-build. He and the team returned the Rotunda and Memorial Hall to the Academy two

months early.

"This is a well-deserved honor for Miguel," said Capt. Thomas Calhoun, EFA Chesapeake Commanding Officer. "There was a tremendous team of designers and construction contractors working to restore this hallowed piece of the Naval Academy to its original grandeur, but it was Miguel's leadership, commitment, and professionalism that ensured they were all pulling in the same direction."

In addition to the SAME medal, VADM Richard Naughton, former Academy Superintendent, presented Dieguez with a plaque of appreciation in May in front of the Brigade of Midshipmen.

Profile: Lt. Miguel Dieguez

Position: AROICC at Naval Academy. Will become LANTDIV Flag Lieutenant in July.

Hometown: Hartford, Conn.

Education: BS Mechanical Engineering, U.S. Naval Academy, 1997.

Length of Naval Service: Six years. Served two years at EFA Chesapeake, two years with the Seabees and two years as an Instructor at the Civil Engineer Corps Officer School.

Briefly describe your job: My job is to facilitate project success by promoting communication, fostering the exchange of information, supporting timely decision making, and stimulating the development of my project team.

What do you like best about your job? Two things: (1) I get to tackle a new challenge every day, and (2) the sense of pride I have from working on such a monumental project (Bancroft Hall) with an All-Star project team that includes the client, ROICC, and contractor.

Civilian Experience: Waiter at my family's restaurant while in high school.

Favorite Author: Donald Kagan

Favorite Movies: Caddyshack & Braveheart

Favorite TV shows: Sportscenter

Hobbies / Interests: Golf, automotive tuning, Spanish wine, and cigars



Pet Peeve: Laziness & apathy

Person you admire, or who has influenced you most: My father is my hero. Ever since I entered to the Naval Academy, he's been the example of strength, character, and compassion that I've worked to emulate.

"People don't know that I'm proud to be part of the first generation in my family to be born in the U.S. and voluntarily join the military."

If you could change one thing about yourself, what would it be? I wish I were better at remembering people's names and significant dates (i.e. birthdays).



Julie K. Briggs, daughter of James M. Briggs, EFA NE Environmental Engineer, graduated from Gloucester Catholic High School, N.J. She has been a valued component of the Academic Challenge team, National Honor Society, Student Council, Yearbook Staff, and track and cross-country teams. Julie is a 12-year Girl Scout and Daisy leader. Not only is she a dedicated volunteer in the community, she is also a Commended National Merit Scholar. To study Marketing and/or Communications, Julie will attend Fairfield University, Conn. as a University Fellow and Honors Program participant.



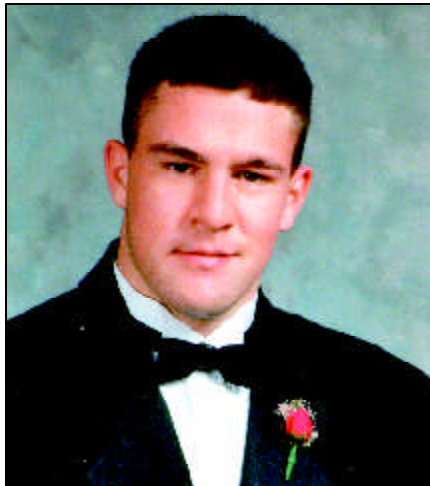
Steven Capito, son of Bonnie Capito, HQ, graduated from Old Dominion University with a degree in Philosophy. Steven's future plans consist of hotel management in Central America.



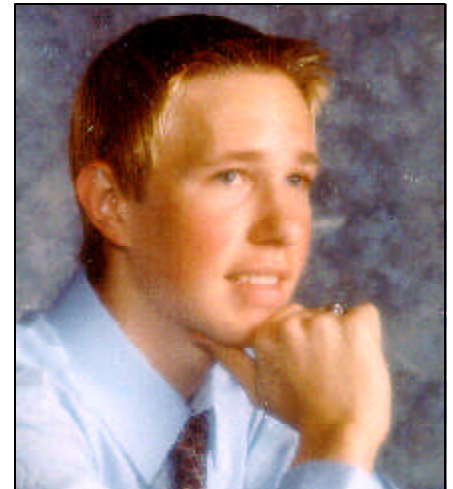
Jerry Chapman, EFA NE Small Business Advocate and Outsourcing Director, graduated with Honors from Widener University. He earned a Master's degree in Public Administration and was inducted into the Phi Kappa Phi Honor Society in March.



Lt Georg J. Dahl, son of Georg W. Dahl, HQ Electrical Branch, graduated from Eastern Virginia Medical School and was commissioned as a Lieutenant on May 16. Lt. Dahl will start his residency in pediatrics at Naval Medical Center Portsmouth in June.



Nick Celenza, son of Debbie Celenza and nephew of Mary Gine Ennis, EFA NE, graduated with honors from Msgr. Bonner High School in Drexel Hill, Pa. While a member of the National Honor Society and National Honor Roll, he played on Msgr. Bonner Friars Football team and qualified for the World Power Lifting Championships. He will be majoring in Business at Kings College in Wilkes-Barre, Pa.



Christopher Crawford, son of James Crawford, HQ Specifications Branch, graduated from Landstown High School, Virginia Beach, Va. Involved in multiple activities, Chris hosted Landstown's television news program, Eagles AM. He also participated in the International Thespian Society and French Honor Society, and volunteered at the Children's Hospital of the King's Daughters. Chris is the recipient of the Jefferson Book Award and the President's Award for Educational Excellence; he will study pre-medicine at The College of William and Mary.



Kristin Donnally, daughter of Vincent, NAVFAC EICO, and Lillian Donnally, graduated with a degree in Accounting and Business Systems from Virginia Tech. Kristin was active in Alpha Phi Omega National Service Fraternity, and Zeta Tau Alpha Sorority. She played field hockey at VA Tech. Kristin will be trained as a Management Intern/Buyer at Dillard's corporate headquarters in Little Rock, Ark.



Megan Donnally, daughter of Vincent, NAVFAC EICO, and Lillian Donnally, an honor graduate from Hickory High School, Chesapeake, Va. will attend Radford University in the fall. Megan served as a Student Government Delegate, Spanish Club President, and Varsity Swim Team Manager.



Melissa Donnelly, daughter of Michelle Donnelly, EFA NE Contract Specialist, graduated from Interboro High School, Prospect Park, Pa. She will attend college in the fall with an ultimate goal of becoming a teacher of mentally challenged children.



Valerie Regina Gaines, daughter of Robert, NATO Program Management group, and Regina Gaines, graduated with honors from the Warrington College of Business at the University of Florida, Gainesville. Valerie completed the requirements for a Masters degree in International Business and was selected for the graduate exchange program and completed a semester at the Escuela Superior de Administracion y Direccion de Empresas in Barcelona, Spain.



Richard F. Hankins, son of Patty, HQ OPA, and Doug Hankins, graduated from Western Branch High School, Chesapeake, Va. Ricky is an Eagle Scout and has been involved in Forensics and FBLA. In the fall, he plans to major in English at Old Dominion University.



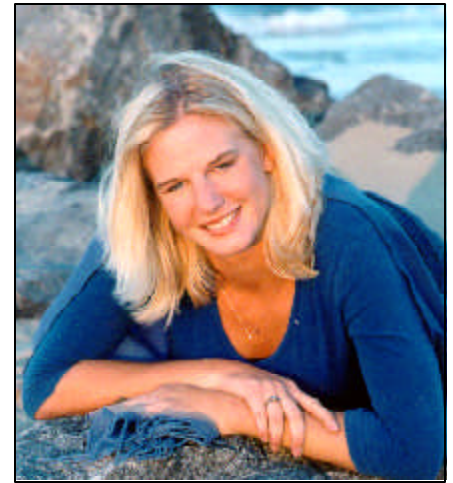
William Horner, son of Dave and Wendy Horner, HQ FM, graduated from Granby High School, Norfolk, Va. He was an active member of ROTC as well as various church organizations, such as, Youth Council for the Presbytery of Eastern Virginia and a junior camp counselor at Makemie Woods. Bill plans to attend Tidewater Community College in the fall and will pursue a career as a Firefighter.



Patrick T. Duffy, son of Jim Duffy, EFA NE Business Manager, graduated from Villanova University, Philadelphia, Pa. with a degree in Mechanical Engineering. Patrick will begin an internship with EFA Chesapeake in June through the Acquisition Intern Program.



Edward R. Estes IV, son of Diane and Ed Estes, HQ OPA, is a home school graduate through the Christian Liberty Academy curriculum. Edward has been a missionary to St. Vincent, New York City, and the Dominican Republic. With a dream to pursue a career in Communications or as a professional golfer, Edward will attend Northland Baptist Bible College, Wis. as a member of the golf team.



Jennifer Fritz, daughter of Penni Fritz, HQ Base Development, graduated from Cox High School, Virginia Beach, Va. An avid volleyball and basketball player, Jennifer also enjoyed Key Club, FBLA, and Young Life. She will attend Radford University, Va. in the fall to play volleyball for the Highlanders.



Lauren E. Lewandowski, daughter of Bob Lewandowski, EFA NE Environmental, graduated with honors from Washington Township High School, Sewell, N.J. Lauren was active in the National Honor Society, National Art Honor Society, French Club and Interact Service Club. She has accepted a scholarship to attend Arcadia University, Pa., where she plans to study Secondary Education. In the future, Lauren will take part in Arcadia's study-abroad program to visit England and study in France.



Regina A. Knox, EFA NE Contract Specialist, graduated from the University of Phoenix's Philadelphia Center City Campus. Regina plans to continue her duties as an EFA NE Contract Specialist; a future goal is to become a grade school teacher.



Jason A. Miu, son of David and Lily Miu, EFA NE, graduated early from the New York University's Stern School of Business. An Honors Scholar, Dean's Honor List qualifier, and member of the Beta Gamma Sigma Honor Society, Jason double-majored in Finance and Economics. He is currently employed as a Markets Analyst at the Federal Reserve Bank of New York and will pursue a Master's degree in Economics this fall through NYU.



Sharon Osborne, daughter of Tim Osborne, HQ OPC, graduated from a Home High School curriculum. Her hobbies include playing the flute, sewing, soccer, and her friends. In the future, Sharon will attend Old Dominion University, where she has received both academic and music scholarships, to study Music Education.



Steven Osborne, son of Tim Osborne, HQ OPC, graduated from Old Dominion University with a B.S. in Mechanical Engineering. Steven enjoys mechanical projects, playing soccer and the piano, and is employed by Allsbrook Goodman, Inc. In the future, Steven will pursue a Master's Degree from ODU.



Sean O'Connor, son of Dominic O'Connor, HQ Environmental, graduated from Catholic High School in Virginia Beach. He has been an active volunteer in church and school activities and played varsity soccer and baseball. Sean will attend Radford University, Va. in the fall.



Elizabeth Reeder, daughter of Regina Reeder, HQ IT Group, graduated from Maury High School, Norfolk and the Governor's School of the Arts. In the fall, Elizabeth will attend Virginia Commonwealth University's School of the Arts.



Alexander Riddle, son of Debbie, HQ ALnO, and Allen Bryant, graduated with honors from Nansemond River High School, Suffolk, Va. Alex was active in the Student Council and the Technology Student Association. He won awards in statewide TSA competitions for engineering design projects, and he represented his school at the National TSA competition in Orlando, Fla. Alex received the Chuckatuck Ruritan Club scholarship and will study Mechanical Engineering at Old Dominion University.



Jason Root, son of Jim Root, EFA NE, graduated from Virginia Tech with a degree in Civil Engineering. He will start at EFA Chesapeake in June through the Acquisition Intern Program.



Eric Osei, HQ Travel Office, earned his Associate's Degree in Science from Tidewater Community College. Eric plans to attend Old Dominion University as an Accounting major.



Priscilla Elisabeth Polete, daughter of Ernise Alphonse, HQ Lead Contract Specialist, is an honor graduate of Indian River High School, Chesapeake, Va. Priscilla has not only won numerous nationwide oratorical awards, she is also an accomplished vocalist, student leader, athlete, and volunteer. She received the Mayor's Citizenship Award, and was selected to participate in the Chesapeake Public Schools Leadership Conference. This fall, Priscilla will study English at Spelman University, Atlanta, Ga.



Brooke Lynn Pugh, daughter of Bobby and Sheila Canady, ROICC Aviano, Italy, graduated from North Carolina State University. Brooke earned a B.S. degree in Business Management.



Laura Rudolph, a third year PDC intern, earned a Master's degree in Business Administration from Troy State University.



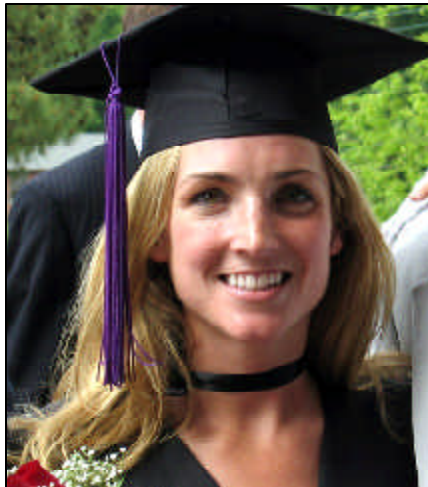
Jessica May Sheckels, daughter of Tom Sheckels, EFA NE Environmental Compliance Water Programs, graduated from Moorestown High School, N.J. She will be attending Monmouth College in West Long Branch, N.J. to pursue a degree in Criminal Justice.



Michael Swift, son of Maria Swift, FSC Contracts, graduated from Virginia Tech with a degree in Chemistry. He plans to apply for Navy Officer Candidate School.



Jean Smith, daughter of Paul Smith, HQ Counsel, graduated from Longwood University, Va. with a degree in Biology. She will be pursuing graduate study in Nutrition at East Carolina University or the University of North Carolina, Chapel Hill.



Jennifer Lynn Smith, daughter of Phil, HQ Environmental, and Barbara Smith, graduated with a law degree from the University of Richmond's T.C. Williams School of Law. For several summers Jennifer worked in the Environmental and Planning Divisions at HQ. She plans to work in Washington D.C. and will wed in August.



Christine E. Spritke, daughter of David L. Spritke, EFA NE Civil Engineer Staff Planning Coordinator, graduated with distinction from Harvey Mudd College in Claremont, Calif. with a degree in Computer Science.



Jay Whalen, Security Manager, earned an MBA in Criminal Justice from George Washington University.



Kyle F. Webb, son of Cmdr. & Mrs. Paul Webb, graduated with Honors from Atlantic Shores Christian School. An active participant of Band, Baseball, and Basketball, Kyle received a National Physical Fitness Award, Presidential Achievement Award and USAA Honors in English and Band. Kyle will study Engineering at Texas A&M University beginning this fall.



Kristen Wheeler, daughter of Sharon Wheeler, HQ Program Analyst in the Engineering & Design Division, graduated cum laude from Mary Washington College in Fredericksburg, Va. with a B.S. in Business Administration. Kristen served as the National Communications Coordinator for the Association of Residence Halls at MWC. She also served as a member of the Virginia Association of College & University Residence Halls and as an orientation leader for incoming freshmen. In the future, Kristen will be a Sales Assistant for the Norfolk Convention and Visitor Bureau.



Brian Paul Steele, son of Paul E. Steele, HQ Civil Branch, graduated from Tallwood High School, Virginia Beach, Va. Brian, a devoted Young Life and German Club member, will attend Old Dominion University in the fall.



John Michael Taylor, son of Barbara Taylor, HQ OPA, FSC Contracts, graduated with honors from Deep Creek High School, Chesapeake, Va. Active in golf, baseball, and Key Club, John Michael received the President's Award for Educational Excellence. He will attend Old Dominion University to pursue a degree in Computer Engineering.



Dominique Ebony Toxey, daughter of Debora, HQ Base Development, and Aubrey Toxey, is an honor graduate of I.C. Norcom High School, Portsmouth, Va. In addition to several academic accomplishments, Dominique was a member of the swim team, track and field, and the color guard. She is a member of the Portsmouth Chapter of Jack & Jill of America, and became a Eureka Debutant in April 2003. Dominique's future plans include majoring in Child & Adolescent Psychotherapy/ Psychology at Virginia State University.



Cherita L. Williams, ROICC East PA Willow Grove, graduated with a B.S. degree in Human Resource Management from Chestnut Hill College, Philadelphia, Pa.



Frances K. Wood, daughter of Kelly Wood, HQ ROICC Operations, will attend Hollins University, Va. in the fall. With career plans undetermined, Frances will pursue a B.S. degree in Psychology.

Photos not available

Sabrina Tippins, a first year PDC intern, earned a Master's degree in Public Administration from Troy State University.

Kelli Burnham, daughter of Brett Burnham, ROICC Maine North, graduated from Gettysburg College, Pa. with a degree in History. She plans to complete postgraduate work in Archaeology at Durham University, England.

FSC process evolves to match changing times

By Bill Gasser

The excitement continues as the Naval Facilities Engineering Command (NAVFAC) moves ahead with its corporate initiative to improve Facility Support Contract (FSC) services to its clients and the Navy.

Through an integrated program approach, NAVFAC's goal, utilizing standardization and best business practices, was publicly announced by the release of the Facility Support Contract Product Line Plan (FSCPLP) in April 2003.

In his foreword to the FSCPLP, Rear Adm. Michael R. Johnson, NAVFAC Commander, states to our clients, "Your ability to accomplish your mission defines our success. We are fully committed to providing you top-quality products and services delivered on time and on or under budget. Through our metrics, we will be assessing progress to ensure we are on the right track and ensure you receive top-notch services."

This bold new approach at performance based acquisition is in response to the FY-02 National Defense Authorization Act, supports the NAVFAC BOS Business Line Plan, and arrives just-in-time to coincide with the downturn in OBOS funding and regional alignments facing our clients.

A core and support team comprised of approximately 30 Acquisition and Base Operating Support individuals from NAVFAC HQ, all four engineering field divisions, Public Works Centers in Washington and Norfolk, the OPNAV Staff and both fleets are charged with spearheading this challenging program requiring simultaneous effort and interaction. The five objectives of the FSCPLP and their current status are:

I. Acquisition Strategy Tool (AST).

This web-enabled tool will assist Navy and Marine Corps clients in creating consistent regional acquisition strategies for all FSC acquisitions. Currently undergoing development with assistance provided by IBM, the AST and its pilot sites at SWDIV and

EFA Chesapeake are projected for completion this fall with availability for client use before the end of CY03.

II. Policy, Guidance, and Common Business Practices. Objectives for establishing policy in the areas of requirements definition, acquisition strategies, pre- and post-award contract practices, performance based acquisitions, formal contract agreements and contract work performance assessment are currently underway. Key endeavors

format below.

III. Leveraging Electronic Resources. Streamlined e-business practices to standardize internal processes and leverage commercial IT tools are being established through funding provided by the Navy e-Business Office. Key endeavors with IBM assistance include, (1) successful completion of pilot projects at EFA Ches and EFA SE for DoD EMALL, the web-based ordering tool for IDIQ line items (ELINs), in October 2002,

and the forthcoming implementation plan and deployment schedule; (2) the AST described above, and (3) completion of a web-enabled BOS / FSC Template Tool (BTT) with pilot sites at LANTDIV AND SWDIV, projected by the

end of FY-03. The BTT will provide spec writers with a central location to build contracts and obtain information. LANTDIV will offer clients the option of using DoD EMALL to order work in its Grounds Maintenance Pilot Solicitation in October 2003.

IV. Client Integration. The goal of having clients fully integrated into the development and refinement of FSCPLP objectives is in full gear. The PLP was distributed to senior client leadership in Apr 03. Release of NAVFAC's FSC Communication Plan is scheduled for Jun 03.

V. Metrics. A set of financial and non-financial metrics is under development to gauge savings and impact on the client's buying power and overall satisfaction, with consultant assistance beginning in June 2003.

The FSCPLP Team continues to move ahead on each objective to reach NAVFAC's goal to improve FSC services to its clients and the Navy and Marine Corps family.

PWS COMPARISON FOR GROUNDS MAINTENANCE

- **Prescriptive:** Cut and water lawn in admin areas three times per month. Fertilize weekly. Edge all perimeters monthly.
- **Performance:** Maintain healthy lawns in admin areas cut to height no higher than 4 inches. In industrial areas, maintain lawn height to no higher than 6 inches.

Sample prescriptive vs. performance-based specification.

include, (1) development of a standardized FSC/BOS Template (guide performance work statement) for 50 NAVFAC related sub-functions of the Installation Management Accounting Project (IMAP) 2003. The first four template specifications, including Janitorial, Refuse Collection/ Recycling, Grounds Maintenance, and Street Sweeping & Snow Removal, are scheduled for completion with consultant assistance by the end of May 2003; (2) piloting contracts incorporating the FSC/BOS template, including grounds maintenance at LANTDIV and EFA Midwest, and grounds maintenance, janitorial, refuse collection and pest control at EFA Southeast are projected for award during FY-03; and, (3) development of interim training guidance for field activities and clients prior to use of template products in pilot projects and other local procurements projected for completion in June. See examples of performance-based specifications and the new FSC/BOS template